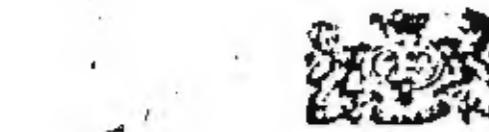


INTIMATIONS.

BROWN, JONES & CO.

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THE MACHINERY in use is of the latest design and most up to date character.

ENGLISH EXPERTS manage our factories, and their practical knowledge produces an article that is unrivalled for its excellence.

THE WATER used is the purest in the Island, and is skilfully filtered on scientific principles.

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A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and address with communications addressed to THE EDITOR, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.No anonymous signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.Telegraphic Address PRESS—A.B.C. Code,
P.O. Box, 33. Telephone No. 12.

The Daily Press.

HONGKONG, August 17th, 1900

It is unfortunately the case that the most difficult portion of the contest in China has not yet come to be discussed amongst the nations, though each and all would willingly have evaded the task. As long as the actual contest was merely one of words or even of "spheres" there was some hope that a solution of the difficulty would have come of itself from some hitherto unsuspected quarter, and hence Mr. Hay's Memorandum, which, without committing any to any very definite line of policy, yet held out a point round which might be gradually accredited the pearl of a common policy, was gladly accepted by all as at least a temporary alleviation of the strain which all alike felt was becoming too intense for easy endurance. To use the old Alabastine simile the oyster has been opened and the seed-pears of western civilisation inserted, and it now only required a little patience to abide the result, for each to draw out his share of the growing gem. But China had no stomach for the process, the seeds, albeit minute, kept up a process of irritation inconvenient to her oestrum digestion, and she determined once for all to get rid of the offending bodies. The well-meant scheme of Mr. Hay which was to have preserved her from external damage and kept her juices intact, was suddenly rendered ineffective, and China, which had for so many ages kept herself concealed from the rude rays of vulgar light, has suddenly, and with almost explosive

violence, disclosed the innermost workings of her vascular system. Now, however, that the oyster has spared the world the tedious process of opening, and lies naked and bare for the first passer-by to make a meal of, the question which comes into prominence before all others is, What to do with her?

Without any very decisive scheme of glutinization, England had been assiduously watching the bivalve during the term of growth of the big pearl, which, she hoped one day to add to her jewels; and for a time she was left almost alone in her self-imposed task. But a spirit of curiosity to see what she could be so intently engaged on led others first to take a furtive look, and finally to set themselves down as watchers in their turn. First came France, herself engaged in similar task on or about her southern fringes. Then Germany snuffed the breeze of the wide Pacific, and commenced to nibble about China's coasts, and was quickly followed by Russia, who had noticed something particularly fascinating about the apparently barren steppes of northern Asia. Then little Japan smelt a sweet savour arising from her broad seaward plains; and finally America, her next-door neighbour, thought it hard that she alone should be left out in the cold. None of them pondered what the oyster herself was thinking of. She was but a mollusc, it was true, and a mollusc's sensations are not very acute, and might fairly be left out of consideration. But though the oyster's senses were not very acute, nor her nervous system very highly developed, she had still some primitive organs of sensation, and the grains of sand that each had left irritated her—how she in her semi-developed condition did not quite understand; so by a sort of reflex action she determined to get rid of the offending particles. Of course, if her mental faculties had been developed to the same extent as her merely sensual ones, she would have seen the impossibility of the process, but who ever knew an oyster to reason? So with one great convulsive effort she tried to cast out the offending particles, but burst herself in the struggle, and now lies stranded and helpless on the beach an oyster indeed, still luscious, but for ever deprived of the power of rehabilitation.

But it is characteristic of the lower creation that the lower the form the more tenacious it is of life, and the ganglionic life of the oyster is no exception. The oyster is there, indeed, to all intents dead, yet of those around no one dares to begin the feast. Each thinks his own capacity sufficient to bolt the tempting prize, but in the face of his neighbour each shrinks from undertaking the task. Now is the hesitancy nought but natural, for each feels that the first that begins will have to face in mortal combat, not one, but all his neighbours. Yet something has to be done, and that quickly. The first thing is, of course, to hurry up to Peking to collect the *dicta* *mandata*, and to look after the morsels ejected; but it is only too evident from the muttered growls and occasional snarls that meet one's ear that the concord that prevails is much the same which rules amongst a pack of wolves in pursuit of a lonely traveller on the steppe. The sensible proposition that the advance should be left to one of the Powers on behalf of the common interest, with, of course, proper guarantees, did not meet with acceptance amongst the hungry crowd, each of whom feared to lose the tit-bits, so all set off together with a whoop and a shout. Looked at in the abstract, the work is not that of sensible men; but who ever yet found a man sensible when an oyster lay before him on a plate ready opened, waiting to be devoured?

But leaving our simile to one side, what is really to be done now that the display of mere savagery at Peking has rendered impossible the continuance of the present administration? A lesson as to the really barbarous basis of the pretended civilisation of China has been given, which it would be well for us not to forget nor to attempt to gloss over, and this naturally leads to the first conclusion. Whatever government we establish in China can only be, as it were, in a go-cart till the infant can walk and control his own conduct. But how, out of the motley and snarling group who would assume the task, are we to find an honest and unbiased man fit for the purpose? We confess we can find no reply. Next as to the seat of government. No sensible man would suggest its being revived in Peking, the city of crime and intrigue. But, as we suggested, where is our sensible man to be found? Even more than Peking as a capital, Nanking enjoys the prestige of former greatness, and is moreover in the centre of the Empire and in the heart of the Chinese people. But if England were to propose Nanking, Russia, who has hitherto been the gainer from those very intrigues that have disgraced Peking, would at once refuse it, as too central and too accessible. Again, as to the head. Those who valued the future well-being of China, and desired to see the Empire revived on the Registrar-General's department, who took the girl out of the house. The case was adjourned until Saturday.

Lau A Fung, mistress of brothel at 568 Queen's Road West, appeared before Mr. Hazelton yesterday charged first with taking a girl named Chan Tai Ho in pledge, and secondly with unlawfully detaining her against her will and compelling her to become a prostitute. It seems that the girl is married and her husband came to Hongkong from Hoitow. She followed him, and as she had no money with which to pay for her passage, she borrowed \$20 from a man who was on the boat. She had nowhere to go when she landed, and this man took her to 568 Queen's Road West, on the 15th March. She says she saw the mistress give the man \$20. She was not willing to become a prostitute, but the mistress compelled her, beating and pinching her when she refused. Ultimately her husband happened to see her, and he gave information to the Registrar-General's department, who took the girl out of the house. The case was adjourned until Saturday.

The German Mail of the 12th July was delivered in London on the 13th inst.

During the 24 hours preceding noon yesterday, there were reported two fresh cases of plague and two deaths.

An American contemporary gives the number of Roman Catholic converts throughout China as 609,360.

The Korean Emperor has contributed 1,000 koku of rice, 1,500 bags of flour and 2,000 boxes of cigarettes for the allies in North China.

We received from the U.S. Consulate-General yesterday morning the following typhoon warning, issued from Manila Observatory at 9 o'clock a.m.:—"Probably depression far out in the Pacific towards N.E. of Manila."

Yesterday Sergeant Garrod observed two men delivering letters in Wellington Street, and finding that the letters had entered the colony without coming through the post he took the offenders to the Central Police Station, and Mr. Hazelton fined them each \$100.

Sanitary Inspector E. Rogers had some trouble with some dust-cart coolies yesterday morning. Two of them turned obstreperous, refused to work, and endeavoured to get the others to leave off. Mr. Rogers took them up to the Magistracy, where they were each fined \$10 for disorderly conduct.

To-morrow Mr. Hazelton gives his decision in the *Cheong Yuen* launch case. Mr. Reece contended on behalf of the crew that the goods, of which they are alleged to be in unlawful possession, were left on deck by the pirates who had gone on board as passengers, and that the defendants were innocent of the offence with which they were charged.

Inspector Cuthbert and a party of police who visited No. 1, Gough Street, found some men playing *pai kau* there. They arrested 12, all men occupying fairly good positions, and yesterday Mr. Hazelton fined the keepers \$250 each and each of the others \$10. They alleged that the place was a private club, but Mr. Hazelton declined to be bamboozled by such a story.

We are informed by Messrs. Gibb, Livingston & Co., agents for the British North Borneo Co., that the British North Borneo Government has intimated its willingness to offer free grants of land alongside the line of railway to Christian Chinese refugees who may desire to settle down in that country.

About two o'clock on Wednesday afternoon Inspector Baker and a party of police raided house No. 5, Third Street, where they found a number of men playing *pai kau*. Sixteen of them were arrested and several escaped. Only the latter attempted to get to the next house by walking along the verandah. He, however, lost his footing and fell into the street, sustaining such injuries that he died shortly afterwards. Of those arrested two (the keepers of the house) were fined \$50 each and the rest \$3 each.

Madam Alice Esty Marsh, professionally known as Miss Alice Esty, is expected to join her husband, Mr. Alice Marsh, in Hongkong at no very distant date. New photographs of her appear in several of the home illustrated papers recently to hand. Madam Marsh is an American, born and educated in Boston, but she has thoroughly settled down in England, though travelling remains one of her greatest pleasures. According to an interviewer in *The King*, of the forty-eight operas that make up her *répertoire*, Madam Marsh finds it hard to make a special choice; but one of her most pleasant recollections is that of a concert at Balmoral in 1893, when Her Majesty personally presented her with an enamel pendant set with pearls. On this occasion Madam Marsh and her husband, after the concert, were hidden to remain during the evening in the drawing room—an unusual honour.

A somewhat interesting law suit, and one which is not without local interest, is engaging the attention of one of the United States Circuit Courts. It is a claim made by the Joseph Ladue Gold Mining Company against the Frankfort Marine Insurance Company, of Frankfort-on-Main, on a policy for the charter money earned by the Government transport *Morgan City* up to the time the vessel was wrecked in the Inland Sea. It appears that the *Morgan City* was chartered for \$600 a day net, and that the plaintiff Company paid the defendants a premium of \$750 for \$350.00 of insurance on the charter party to be earned. The transport was wrecked last September, and up to that time she had earned under the charter \$13,400. The total amount of the charter was \$54,000, so that the loss resulting from the wreck was \$40,600. The sum sued for represents the proportion of insurance earned by the transport after the making of the charter.

Lau A Fung, mistress of brothel at 568 Queen's Road West, appeared before Mr. Hazelton yesterday charged first with taking a girl named Chan Tai Ho in pledge, and secondly with unlawfully detaining her against her will and compelling her to become a prostitute. It seems that the girl is married and her husband came to Hongkong from Hoitow. She followed him, and as she had no money with which to pay for her passage, she borrowed \$20 from a man who was on the boat. She had nowhere to go when she landed, and this man took her to 568 Queen's Road West, on the 15th March. She says she saw the mistress give the man \$20. She was not willing to become a prostitute, but the mistress compelled her, beating and pinching her when she refused. Ultimately her husband happened to see her, and he gave information to the Registrar-General's department, who took the girl out of the house. The case was adjourned until Saturday.

The steamer *Saxonia*, from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 19th inst. The steamer *Drummond*, which loaded at Singapore for New York, arrived at her destination on the 13th inst.

The steamer *Sibria*, from Hamburg, left Singapore for this port on the 15th inst., and may be expected here on or about the 20th inst.

The C. P. R. steamer *Empress of China* arrived at Kobe at 8.30 a.m. on Wednesday, the 15th inst., and left again at 4 p.m. same day for Yokohama, where she was due to arrive at 3 p.m. on the 16th inst.

The N. Y. K. steamer *Kanagawa Maru* (European Line), left Kobe via Moji on Wednesday, the 15th inst., and is expected to arrive in Hongkong on Wednesday, the 22nd inst.

The C. P. R. steamer *Empress of India* arrived at Nagasaki at 7.30 a.m. on Thursday, the 16th inst., and left at 5 p.m. same day for Shanghai, where she is due to arrive at 5 a.m. on Saturday, the 18th inst.

The C. P. R. steamer *Toronto* arrived at Amoy at 8 a.m. to-day, and left at 11 p.m. for Foochow.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 16th August, 9.36 p.m.

EMPEROR AND EMPRESS DOWAGER TAKEN TO HSIAN-FU.

It is reported that the Empress Dowager with the Emperor as her unwilling companion left Peking on the 6th instant for Hsiian-fu, under the escort of Prince Tuan and General Tung Fuhsiang.

ALLIES AT TUNGCHOU ON MONDAY.

The Allies reached Tungchou on Monday, the 13th instant. The Chinese troops and the Boxers are much demoralised.

LEGATION ALL RIGHT ON THE 11TH.

Sir Claude MacDonald reports "All right on the 11th instant."

TRANSPORTS STILL AT WOOSUNG.

The British transports remain at Woosung, awaiting final orders.

ILLNESS OF LUI KUNG-YI.

Viceroy Lui Kung-yi at Nanking is reported dangerously ill.

THE REPORTED CONSULAR FELICITION AT SHANGHAI.—A DENIAL.

So much surprise and disgust was expressed locally over the telegraphed statement from Shanghai that Mr. Goodnow, the U.S. Consul-General, certain American Missionaries and the Comte de Bezaure, Consul-General for France at Shanghai, were opposing the landing of the British troops sent up for the protection of the Foreign Settlements that we thought it desirable to ascertain the truth of the statement. We accordingly wired to Mr. Goodnow yesterday as follows:

"Reported here that you and American missionaries with Comte de Bezaure are opposing the landing of British troops. Is this so?"

The reply was as follows:

Shanghai, 16th August, 4.28 p.m.

"No, that is one of our bunders. All consuls are working harmoniously."

* Reference to a correspondent.

THE WAR IN SOUTH AFRICA.

LONDON, 15th August, 7.25 p.m.

REPORTED SAFETY OF ELANDS RIVER GARRISON.

It is officially reported that the Elands River garrison is, after all, safe with a convoy. There have been, however, some casualties.

REUTER'S SERVICE.

LONDON, 14th August.

STRIKE OF STOKERS AT MARSEILLES.

A strike of stokers at Marseilles prevents the Messageries Maritimes steamer *Melbourne* from sailing for China.

RUSSIA AND CHINA.

Russia continues to mobilise on a large scale for service in the Far East.

LOSS OF A FRENCH DESTROYER.

The French destroyer *France* has been sunk after colliding with the Flag-ship *Breisach* off Capt. St. Vincent. Fifty of the crew were drowned.

THE UNITED STATES AND CHINA.

America, in reply to the communication of an edict appointing Li Hung-chang to negotiate the cessation of hostilities, refuses emphatically to negotiate until her demands are complied with.

LATEST STEAMER MOVEMENTS.

The steamer *Saxonia*, from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 19th inst.

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NEW ADVERTISEMENTS

LEGAL

SOLICITOR Ten Years' Practice in New South Wales, Australia, seeks ENGAGEMENT as MANAGING CLERK or otherwise. Certificate produced on application to— WILLIAM FITZHARDINGE, Post Office, Hongkong. [2230]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel on TUESDAY, the 28th August, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 28th August, both days inclusive.

By Order of the Board.

C. MOONEY,
Secretary.

Hongkong, 17th August, 1900. [2220]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND at the RATE of 5 per cent. (Two DOLLARS and FIFTY CENTS PER SHARE), for the six Months ending 30th June, 1900, will be PAID to those Persons who are registered as Shareholders in the above Company on the 31st August, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st instant, both days inclusive.

By Order.

EDWARD OSBORNE,
Secretary.

Hongkong, 17th August, 1900. [2222]

FOURTH GYMKHANA MEETING SATURDAY, 25th August.

EVENTS.

1.—4.45 P.M.—LADIES' NOMINATION.—ORANGE RACE—6 Chairs, 2 Runs. Man on pony to pick oranges of chairs and toss above head, going full speed. Ponies deducted for lack of pace. Entrance Fee, \$1. Prize from Gymkhana Fund.

2.—5.30 P.M.—TENT-PEGGING, AND TURK'S HEAD.—3 runs. Points for pace. Points—3 for Turk's Head—5 for a taka, 3 for a draw, 1 for a touch. No restriction as to animals. 1st Prize presented; 2nd Prize, \$35. Entrances \$2.

3.—5.30 P.M.—HALF-MILE RACE—For all China ponies. Weight for weight as per scale. Penalties: winners 1 race this season 5 lbs; 2 races, 7 lbs; 3 races, 10 lbs. Four to start or no race. 1st Prize presented; 2nd Prize \$10. Entrances \$2.

4.—5.45 P.M.—POLO POOL RACE.—In pairs, alternate strokes, round a post and back through goal. All polo ponies. 1st Prize presented. Entrances \$2.

5.—6.30 P.M.—LADIES' NOMINATION.—Different coloured ribbons are put into sealed envelopes and given to the ladies. Gentleman rides over hurdle to flag, dismount, and take an envelope from basket. Ride back over hurdle to winning post. Ladies presenting corresponding colour to that in man's envelope first past post wins. 2 prizes from Gymkhana Fund.

6.—6.45 P.M.—SEPOY RACE—For all sepoys in the garrison. Prizes \$10, \$5, \$3. Distance, 200 yards.

Entrants close 6 P.M. MONDAY, August 20th. Hongkong, 17th August, 1900. [2231]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship "DIAMANTE". Captain A. Ramsay, will be despatched as above on WEDNESDAY, the 22nd August, at 3 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOME & CO., General Managers.

Hongkong, 16th August, 1900. [2226]

NOTICE TO CONSIGNEES.

S. S. "BRAND" FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, when all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, when they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 15th August, 1900. [2227]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain—

Leading Articles:—

The Crisis in North China.

The Peking Relief Force.

Education and Schools in Hongkong.

The Defence of Shanghai.

Nemesis and the Rulers of China.

The Crisis—Telegrams.

Sanitary Board.

Hongkong General Chamber of Commerce.

Supreme Court.

The Crisis in China.

Sailors and Soldiers Relief Fund.

The "Pioneer's" Trip down the Yangtze.

Presentation at the Soldiers' Club.

Canton.

Swatow.

Correspondence.

Hongkong and Whampoa Dock Company.

Report.

Hongkong Rifle Association.

Hongkong Volunteer Corps.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies. Cash.

Hongkong, 17th August, 1900.

NEW ADVERTISEMENT

FOR SHANGHAI.

THE Steamship

"LYEEMOON."

Captain G. Heitmann will be despatched for the above port TO-MORROW, the 18th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO.

Hongkong, 16th August, 1900. [2225]

SOLO Agents.

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NOTICE OF FIRM

NOTICE.

DURING the Absence of Mr. V. P. MUSSO DI PERALTA from the Colony, Mr. G. D. MUSSO will Sign for Pro. V. P. MUSSO & CO.

Hongkong, 14th August, 1900. [2205]

SOLO Agents.

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HONGKONG
BUSINESS DIRECTORY.

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PAUL BREWITT,
2, Leizland Street, Auctioneer, Appraiser
and Commission Ag't.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ico House
Street and Praya Central.

V. L. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road, Central.

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STAG HOTEL,
148 and 150, Queen's Road Central,
Comfortable and Cheap.

THE WESTERN HOTEL,
Excellent Accommodation, 82.50 per day.
90 and 92, Queen's Road West.

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"DAILY PRESS" OFFICE.
The only office in China having
European taught workmen. Equal to Home Work.

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and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 66,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIOS DEALERS

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobo, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.
Milliners, Silk Merchants, Haberdashers.
Low Prices; 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco.
Eastern Branch, Pedder Street,
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES.
SUB-AGENTS: LIPSTON, LD.
8 and 10 D'Aguilar Street.
Provision and General Merchants.

H. TIE,
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream; 16, D'Aguilar
Street.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Wilson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

SUN SHING, Established 1840.
Silks, Gauzes, Crepe-Shawls, Chinaware,
Ivory, etc. Gold and Silversmiths and
Engravers; 90, Queen's Road Central.

WAH LOONG,
Gold and Silversmiths, Silk Dresses, Crepe
Shawls, Ivory, Lacquerware, Fans,
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ther; 88, Queen's Road Central.

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HONGKONG
BUSINESS DIRECTORY.

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MEE CHEUNG,
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Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

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Bromide and Crayon Enlargements. Work
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H YERA,
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Arcade, Queen's Road CL, also Wan Chai.
Amateur's Requirements a Specialty.

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Printed by Englishmen.

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KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours; 18, Praya Central.

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DHUNAMAL CHELLARAM,
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
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Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
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SINCERE & CO.,
Silk Handkerchiefs, Shawls, Table Covers,
etc. Wholesales and Retail; 122, Queen's
Road Central and 123, Wellington St.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters. India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 16, Queen's Road, CL.

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FR. BLUNCK,
Exporter of Real Hand-made Lace
in SILK, Linen and Cotton. Grasscloth and
Silk Embroideries. Hand-made Silk
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STOREKEEPERS

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Navy Contractors, Shipchandlers, Sail-
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Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engine Tools, Brass and Iron Mer-
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Shipchandlers, Sailmakers, Riggers, Com-
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AH-MEN HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's
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Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kulin's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 88, Queen's Road, Central.

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Tailors, Gentlemen's Outfitters, Hatters,
Hoisters, and Drapers. Chinese Ed. Central
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YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats Silk Handkerchiefs; Opposite Post
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D. S. DADY BURJOR, "LOS FILIPINOS",
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KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
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VICTORIA CIGAR DEPOT,
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No. 11, LEE YUEE STREET, EAST.
Hongkong, 25th July, 1900. [2074]

YEE SANG & CO.

COAL MERCHANTS
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LARGE STOCKS EVERY DESCRIPTION OF COAL

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CHAMPAGNE GROWERS AND
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Ship only the Finest Quality
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Sole Agents.

Hongkong, 17th May, 1900. [2203]

OUR ARMY AND THE SWISS
MODEL.

To provide a sufficient army without resort to
conscription is the problem which now lies before
England. The problem presses for early
solution. Splendid as has been the national
response of fighting men to meet a crisis, our
safety in the future must not be left to such
irregular and improvised efforts. Not only are
they costly, but national circumstances might
not permit of their repetition if the need arose.

A plan wanted of national defence on land
must be broken entirely with the old ways, and
recast our military organisation entirely; or
does our present system contain some principle
capable of extension commensurate with our
needs, which shall at the same time preserve
that historical continuity so dear to the English
mind? The proposal to adopt conscription after
the Continental pattern would become a burn-
ing party question. Not so much that it is an
innovation, for England in her time has
been a bold innovator in the methods of
war, but rather because it strikes at principles
of individual freedom, and at economic arrange-
ments, dear to the English people. Leave to
frame his life after his own fashion, and to go
about his business in his own way, after paying
his taxes, is what the Englishman asks from his
Government. It has occurred to Mr. G. C.
Colton that the Swiss method of military
service contains nothing repugnant to the
English character, but rather much to recom-
mend it, and he has written a pamphlet on the
subject: "A Strong Army in a Free State"
(Simpkin, Marshall), which, at least is sug-
gestive and worthy of consideration. The parallel
drawn between the present Swiss army and the
English militia of Edward III's time is a little
fanciful. Perhaps its chief purpose is to make
the idea of compulsory military service less
repugnant, by giving it an historical basis.
Unfortunately, the points of difference are
greater than the resemblance, and moreover the
times have changed since Edward III was king.

If the principle of compulsory service is to be
faced by Englishmen, it were surely best put
plainly before them. If really necessary they
would swallow the pill without grilling.

The Swiss plan now in operation is simply
this. Every Swiss male on attaining his
twentieth year becomes liable for military service,
and tenders himself for medical and educational
examination. The educational test only
excludes the weak-minded. The medical stand-
ard rejects 48 per cent. The accepted youth
is at once called out for a course of training,
varying from forty-five days for the infantry to
eighty for the cavalry. He then goes back to
his civil life, and is only called out every second
year for a military course varying from fourteen
to eighteen days. The cavalry, however, as-
sembles every year for ten days. But each year
the soldier shoots at his leisure a minimum of
fifty rounds under strict Government supervi-
sion. This stage lasts for thirteen years. For
the next twelve he passes into the reserve, being
called out every fourth year only, for eight to
eleven days at a time. After his forty-fifth
year he passes into the second reserve, and at
fifty his liability to serve ceases. The 48 per
cent of rejected males have to pay a tax in lieu
of service.

It cannot be said that these demands of time
press hardly on the ordinary man, nor are they
likely to interfere with any business or pro-
fessional career, for the liability to serve falls
almost on all physically fit males, and the national
life, therefore, takes account of that condition
of things. It is a vastly different state of
affairs from the one, two, or three years passed
continuously in the armies of the great
Continental nations. The question which suggests
itself most strongly is whether the amount of
training obtained during these short periods at
long intervals would produce an efficient mili-
tary force. Again, in England this citizen force
would have to be combined in organisation with
the standing army, bound to serve for periods
of years to meet our over-seas needs, and the
interaction of the two forces would require delicate
consideration. In the Swiss army all promotion
is from the ranks, and for the most part by one grade at a time. This, on
the face of it, is a condition which strikes at
the very root of our present method of training
and selecting officers. It is a tradition in the
English army that it is the class-rank of the
officer, rather than his regimental rank, which
gives him his influence over the men. That
social difference is deemed a sufficient dis-
tinction to ensure respect from veteran ser-
geants towards ignorant subalterns of eighteen
just passed from school. The Swiss system
makes no distinction of social class in the ranks
or out of it. Clearly, therefore, a tremendous
change has to be wrought in the sentiment and
tradition of our army before such communi-
cation, even for patriotic ends, is made possible.
That it is desirable for patriotic ends, that it is a good
thing in itself, that it would improve the
efficiency of the force so constituted, are all
arguable propositions; but it is useless to shut
our eyes to what the change would mean.

If the amount of military training provided
by the Swiss system is sufficient to produce a
competent and intelligent military force, then
it does seem worthy of consideration whether
the time has not come for England to exact
this small trifling of time and convenience from
her sons for their national safety. The train-
ing, both physical and moral, for young men
must needs be good, for it offers occasion for
the natural evils from which we once
suffered, would not say, "Sometimes I was
almost mad with the pain." And why does it
do it? "Disease," you say. Ah, surely. A
simple and obvious answer; yet in what way does
the true nerve-fibre, wrapped up and coated, as it
is, like the wires in a submarine cable, get to be
diseased?

Yet, somehow, these soft strings do become
fearfully out of order, or our friend Miss Hunt,
alluding to the neuralgia from which she once
suffered, would not say, "Sometimes I was
almost mad with the pain." And that is but one
of many forms of torture imposed on us by the
nerves; yet without these nerves we should be
but lumps of clay—lacking feeling and power of
motion.

How can we cure these dreadful nerve-pains?
The drug shops abound in so-called remedies for
them, yet they are only as breath to cool the air
of a torrid summer day. The real cause and
cure are among Nature's deeper secrets. Can
we find them?

"Nearly all my life," says Miss Hunt, "I have
suffered from indigestion of an aggravated kind.
The drug shops abound in so-called remedies for
them, yet they are only as breath to cool the air
of a torrid summer day. The real cause and
cure are among Nature's deeper secrets. Can
we find them?"

"After eating I had great distress at the chest
and around the sides. I suffered martyrdom
from the horrid pain in my stomach and limbs.
As the years passed by my nerves became totally

unstrung, and I endured untold misery from
most dead from this distressing malady."

"The lady will pardon the writer. In the
sense of being objects of use and pleasure, they
were in truth practically dead; but in another
sense they were horribly alive, as the sky was when
it is pierced and rent with the lances of the lightning."

"I consulted," she adds, "doctor after doctor,
but in spite of all their medicines and applications
I found little or no relief. Sometimes I was
most mad with the pain."

"Not a

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & LIG	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA PORTS OF CALL	MALTA	Brit. str.	—	F. J. Cole	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON VIA SUEZ CANAL	RHYPEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 1st inst.
LONDON VIA SUEZ CANAL	PROMETHEUS	Brit. str.	—	G. W. Gordon, R.N.E.	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON	JAVA	Brit. str.	—	G. W. Gordon	P. & O. S. N. Co.	On or about 6th Sept.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwiss	BUTTERFIELD & SWIRE	On 16th Sept.
LIVERPOOL DIRECT	IXION	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 18th Sept.
BREMEN, VIA PORTS OF CALL	WEIMAR	Ger. str.	—	E. Prehn	MELCHERS & CO.	On 23rd inst., at Noon.
MARSEILLES & LONDON	BANCA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 20th inst., at 5 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	ERNEST SIMONS	Fren. str.	—	Durrande	MESSAGERIES MARITIMES	On 27th inst., at 1 P.M.
MARSEILLES & LONDON VIA MANILA	TEENKA	Brit. str.	—	Davies	JARDINE, MATHESON & CO.	On 23rd inst.
MARSHBURG	KANAGAWA MARU	Jap. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
HAVRE & HAMBURG	INDRAVELLI	Brit. str.	—	V. Buxer	CARLOWITZ & CO.	On or about 12th Sept.
HAVRE & HAMBURG	GLENESK	Brit. str.	—	Bratton	CARLOWITZ & CO.	On or about 29th Sept.
HAVRE & HAMBURG	OLYMPIA	Brit. str.	—	Jager	CARLOWITZ & CO.	On or about 12th Oct.
HAVRE & HAMBURG	REGIUN MARU	Jap. str.	—	Sachs	SANDER, WIELER & CO.	On or about 16th inst.
TRISTE, &c., VIA PORTS OF CALL	EMPEROR OF INDIA	Brit. str.	—	G. Costanzo	DODWELL & CO., LIMITED	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	RICHEMOND CASTLE	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 15th Sept.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.	—	Trubridge	SHIENWAN, TOME & CO.	On 1st Sept.
NEW YORK VIA SUEZ CANAL	GLENESK	Brit. str.	—	J. W. Ekstrane	DODWELL & CO., LIMITED	On 25th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA	OLYMPIA	Brit. str.	—	O. P. Marshall, R.N.E.	NIPPON YUSEN KAISHA	On 25th inst.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	REGIUN MARU	Jap. str.	—	W. Watt	CANADIAN PACIFIC R. CO.	On 25th inst.
PORTLAND, OREGON, &c.	EMPEROR OF INDIA	Brit. str.	—	—	DODWELL & CO., LIMITED	On 11th Sept., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	RICHEMOND CASTLE	Brit. str.	—	—	TOY KISEI KAISHA	On 25th inst., at Noon.
SAN FRANCISCO VIA MOJI, &c.	INDRAVELLI	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 1st Sept., at Noon.
SAN FRANCISCO VIA AMOY, &c.	GLENESK	Brit. str.	—	—	O. & O. S. S. CO.	On or about 15th Sept.
SAN DIEGO, &c., VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
AUSTRALIAN PORTS	REGIUN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	AMERICA MARU	Amr. str.	—	Anderson	MELCHERS & CO.	On 5th Sept., at Noon.
YOKOHAMA & KOBE	CITY OF IL. DE JANEIRO	Brit. str.	—	E. Wilson Haswell	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, VIA NAGASAKI & KOBE	COPTIC	Brit. str.	—	Krebs	MELCHERS & CO.	To-morrow, at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	BELGIAN KING	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
SHANGHAI	TSINAN	Brit. str.	—	C. C. Talbot, R.N.E.	MELCHERS & CO.	On or about 17th inst.
SHANGHAI & JAPAN	KASUGA MARU	Jap. str.	—	J. Them	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW, AMOY & TAMSU	MUNSCHEN	Brit. str.	—	A. Symons	BUTTERFIELD & SWIRE	On or about 24th inst.
SWATOW, AMOY & TAMSU	TAIYUAN	Brit. str.	—	G. Hennermann	DOUGLAS LAPRAK & CO.	To-day, at 3 P.M.
SWATOW, AMOY & TAIWANOO	ROSETTA	Brit. str.	—	E. G. Andrews	MITSUI BUSSAN KAISHA	On 19th inst., at Daylight.
MANILA	PUTAMAE MARU	Jap. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	On 22nd inst., at Daylight.
MANILA	PARRAMATTA	Brit. str.	—	S. Atsumi	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	LYREMOON	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
MANILA	MALACCA	Brit. str.	—	Anderson	JARDINE, MATHESON & CO.	On 21st inst., at 5 P.M.
MANILA	FORNOSA	Brit. str.	—	Wiegall	SHIENWAN, TOME & CO.	On 22nd inst., at 5 P.M.
MANILA	MAIDZULU MARU	Jap. str.	—	A. Ramsay	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
MANILA	ANPING MARU	Jap. str.	—	E. W. Haswell	JARDINE, MATHESON & CO.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	SUNGHIAN	Brit. str.	—	Tadd	—	—

SHIPPING.

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIWAN."

Captain Nelson, will be despatched as above

TO-MORROW, the 18th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1900.

[2101]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, AUSTRALIA, INDIA, AEGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"MALTA."

Captain F. J. Cole, R.N.E., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 18th August, 1900, at NOON, taking passengers and cargo for the above ports.

Silks and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Freight will be charged at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 6th August, 1900.

[11]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSU.

THE Company's Steamship

"MAIDZULU MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 19th instant, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th August, 1900.

[15]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR MANILA, SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUIME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"FRANZ FERDINAND."

Captain G. Costanzo, will be despatched as above about the 16th inst.

Silks and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 11th August, 1900.

[6]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHYPEUS"

will be despatched above on TUESDAY, the 21st August.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th August, 1900.

[2176]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIAN."

Captain Moore, will be despatched to

TO-DAY, the 17th inst., at NOON.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO., General Managers.

Hongkong, 16th August, 1900.

[2201]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSU.

THE Company's Steamship

"FORMOSA."

Captain Tadd, will be despatched as above

TO-DAY, the 17th inst., at NOON.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th August, 1900.

[2201]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIAN."

Captain Moore, will be despatched TO-

DAY, the 17th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th August, 1900.

[2176]

THE Company's Steamship

"RHYPEUS"

will be despatched above on TUESDAY, the 21st August.

For Freight, apply to

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"TSINAN."

Captain Anderson, will be despatched as above on MONDAY, the 20th August.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, 30th July, 1900. [2102]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"TSINAN."

Captain Anderson, will be despatched on MONDAY, the 20th August, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Agents. Hongkong, 20th July, 1900. [2103]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"LOONGSANG."

Captain Weigill, will be despatched as above on TUESDAY, the 21st inst., at 5 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO.

General Managers. Hongkong, 15th August, 1900. [2216]

ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Aug. 25, at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 25th August, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco, for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building, J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1900. [14]

NORD DEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINSCHHAFFEN, HELL-BECKS-HOME, TOWNSVILLE, BLOOMHAMPTON, BEISBANE and SYDNEY.

On WEDNESDAY, the 5th September, 1900, at Noon, THE Steamship

"MÜNCHEN."

(4,536 Reg. Tonsage), Captain Krebs, with Mails, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewards.

Linens can be washed on board.

For further Particulars, apply to MELCHERS & CO.

Agents. Hongkong, 19th July, 1900. [2015]

VESSELS ON THE BERTH.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 22nd August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA.

Agents. Hongkong, 8th August, 1900. [1443]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA MANILA.

THE Company's Steamship

"TEENKAI."

Davies, Commander, will be despatched as above on THURSDAY, the 23rd inst.

For Freight, &c., apply to JARDINE, MATHESON & CO.

Agents. Hongkong, 8th August, 1900. [2171]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KASUGA MARU"

(3,800 tons gross, Captain E. W. Haswell), will be despatched for the above port on FRIDAY, the 24th instant, at 4 P.M.

This new Mail steamer is specially constructed for service in the Tropics and is provided with superior accommodation and with all modern fitting and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 15th August, 1900. [2218]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Aug. 25, at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 25th August, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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Passengers who have paid full fare, re-embarking at San Francisco, for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building, J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1900. [14]

NORD DEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-

WILHELMSHAFEN, FINSCHHAFFEN, HELL-

BECKS-HOME, TOWNSVILLE, BLOOMHAMPTON,

BEISBANE and SYDNEY.

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"MÜNCHEN."

(4,536 Reg. Tonsage), Captain Krebs, with Mails, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewards.

Linens can be washed on board.

For further Particulars, apply to MELCHERS & CO.

Agents. Hongkong, 19th July, 1900. [2015]

VESSELS ON THE BERTH.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE" will be despatched for the above port on or about the 25th August, and will be followed by the Steamship

"AFRIDI" on or about the 3rd September, and the Steamship

"MARIA DE LARRINAGA" For Freight, apply to DODWELL & CO., LTD.

Agents. Hongkong, 15th August, 1900. [2054]

THE CHINA MUTUAL STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship

"PROMETHEUS" will be despatched as above on TUESDAY, the 4th September.

For Freight, apply to BUTTERFIELD & SWIRE.

Agents. Hongkong, 27th July, 1900. [2089]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

THE Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 11th September, 1900, taking Freight and Passengers for Japan, the United States, and Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 26th instant.

Parcels will not be sent on board; they must be left at the Agency's Office.

Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. de CHAMPEAUX, Agent.

Hongkong, 14th August, 1900. [2029]

SHEWAN, TOMES & CO'S NEW YORK LINE.

THE Steamship

"GLENESK" will be despatched for the above port on or about 15th September, 1900.

For Freight, apply to SHEWAN, TOMES & CO.

Agents. Hongkong, 16th August, 1900. [2223]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

POST OFFICE NOTICES.

Parcels Mail for Europe, per s.s. *Malta*, will close at 3 p.m. on Friday, the 17th instant. The *Parhamatta*, with the English mail of the 20th July, left Singapore on Sunday, the 12th inst., at 5 p.m., and may be expected here to-day. This packet brings a reply to letters despatched from Hongkong on 18th June. The *City of Rio de Janeiro*, with the American Mail, dated 19th July, left Yokohama on Friday, the 10th inst., at daylight, and may be expected here to-morrow. The *Coptic*, with the American mail, dated 23rd ult., left Yokohama on Tuesday, the 14th inst., at daylight, and may be expected here on or about Wednesday, the 22nd inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Swatow	Saturday	17th, 9.00 A.M.
Singapore, Penang and Calcutta	Friday	17th, 11.00 A.M.
Moji	Friday	17th, 11.00 A.M.
Shanghai	Friday	17th, 2.00 P.M.
Shanghai	Friday	17th, 2.00 P.M.
Swatow, Amoy and Tamsui	Friday	17th, 2.00 P.M.
Manila	Friday	17th, 3.00 P.M.
Yokohama and Kobe	Saturday	18th, 10.00 A.M.
Shanghai	Saturday	18th, 10.00 A.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Saturday	18th, 4.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the Mail, Extra Postage 10 cents)	Saturday	18th, 4.00 P.M.
Malta	Papers	8.00 A.M.
Malta	Letters	11.00 A.M.
Franz Ferdinand	Saturday	18th, 1.00 P.M.
Rotetta	Saturday	18th, 3.00 P.M.
Sailong	Saturday	18th, 4.00 P.M.
Maidzuru Maru	Saturday	18th, 5.00 P.M.
Looungang	Tuesday	21st, 4.00 P.M.
Diamante	Wednesday	22nd, 4.00 P.M.
Weimar	Letters	11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the Mail, Extra Postage 10 cents)	Saturday	26th, 10.00 A.M.
C. of R. de Janeiro	Letters	11.00 A.M.
Empress of India	Letters	11.00 A.M.

TO-MORROW.

Meeting of Shareholders of Hongkong and Shanghai Banking Corporation, City Hall, noon. Salo, Furniture, Sales Rooms, Mr. V. I. Remedios, 2:30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 16th August.

ON LONDON.—	Telegraphic Transfer	2/0
Bank Bills, on demand	2/0	
Bank Bills, at 30 days' sight	2/0	
Bank Bills, at 4 months' sight	2/0	
Credits, at 4 months' sight	2/0	
Documentary Bills, 4 months' sight	2/0	
ON PARIS.—		
Bank Bills, on demand	2/4	
Credits, at 4 months' sight	2/5	
ON GERMANY.—		
On demand	2/07	
ON NEW YORK.—		
Bank Bills, on demand	49	
Credits, 60 days' sight	50	
ON BOMBAY.—	Telegraphic Transfer	151
Bank, on demand	1514	
ON CALCUTTA.—	Bank, on demand	1514
Bank, on demand	1514	
ON SHANGHAI.—	Bank, at sight	71
Private, 30 days' sight	72	
ON YOKOHAMA.—	On demand	1 p.c.p.m.
On demand	24 p.c.p.m.	
ON SINGAPORE.—	On demand	1 p.c.p.m.
On demand	1213	
ON BATAVIA.—	On demand	1213
ON HAIPHONG.—	On demand	31 p.c.p.m.
ON SAIGON.—	On demand	3 p.c.p.m.
ON BANGKOK.—	On demand	60
SOVEREIGN BANK'S Buying Rate	9.83	
GOLD LEAF, 100 line, per tael	52	
BAB SILVER, per oz.	28	

OPIUM.

Quotations are:—Allow 10c net. to 1 cent.		
Malwa New \$880 to \$890 per picul.		
Malwa Old \$900 to \$910 "		
Malwa Older \$930 to \$940 "		
P. P. pur-wrapped \$870 to — "		
Persian fine quality \$910 to — "		
Persian extra fine \$950 to — "		
Patna New \$837 to — per chest.		
Patna Old \$1,020		
Benares New \$835 to — "		
Benares Old \$8 — "		

VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. steamer *Parhamatta* left Singapore for this port on the 12th instant, at 5 p.m., with the outward English mails, and is due here to-day.

THE AMERICAN MAIL. The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left Yokohama for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the 10th inst., and may be expected here to-morrow.

The O. & O. steamer *Coptic*, with mails, &c., from San Francisco to the 36th ult., via Iwamoto, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai on Tuesday morning, the 14th inst.

The T. K. K. steamer *America Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 11th instant.

THE GERMAN MAIL. The Imperial German Mail steamer *Preussen*, carrying the German Mails with dates from Berlin of the 23rd July, left Colombo on Saturday, the 11th inst., and may be expected here on or about Wednesday, the 22nd inst.

The Imperial German Mail steamer *Weimar*, left Kobe via Nagasaki, Shanghain and Foochow on Monday, the 13th inst., and may be expected here on or about Wednesday, the 22nd inst.

THE CANADIAN MAIL. The C. P. R. steamer *Empress of India* arrived at Nagasaki at 7.30 a.m. on Thursday, 16th

POST OFFICE NOTICES.

JOINT STOCK SHARES.

HONGKONG, 16th August.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
PAPER.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. & 10/- bonus for 1st half year '99	305 p. ct. pr.—\$300
Bank of China & Japan, Ltd.	100,875	28	24	None	21
Do. Deferred	1,250	21	21	25.55.	25.55
National Bank of China, Ltd.	20,000	210	210	28 for 1898	287, buyers
Do. Founder's Shares	750,000	210	210	2.8 at 17/17 = \$1.50 for 1898	287, buyers
MAINE INSURANCES.				None	280.
Union Ins. Co., Ltd.	10,000	\$250	\$250	30 p. ct. = \$18 for 1898	280, sellers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33	10p. ct. for yr. end 30/4/99	85, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$100	5 p. ct. final = 10 p. ct.	165, sellers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	in all for 1898	165, sellers
China Insur. Office, Ltd.	10,000	\$250	\$250	50—10 p. ct. for 1897	121, sellers
State Insurance Co., Ltd.	30,000	\$100	\$100	3 p. cent. for 1898	131.
SHIPPIING.				None	280.
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 30/6/1899	280, buyers
Indo-China S. N. Co., Ltd.	60,000	\$10	\$10	10p. ct. 2.25% bonus for 1899	73, buyers
China & Manilla S. S. Co., Ltd.	14,000	\$50	\$10	20 per cent. for 1898 ex old Capital	165, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/1899	840, buyers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10	Final of 5 p. ct. = 0 p. ct. for 1899	211, buyers
Do. Ordinary	20,000	\$10	\$10	10 p. ct. & bonus of 3s. on Accr. account '99	210, buyers
Do. do.	10,000	\$10	\$10	\$1.05—12 p. ct. for year ended 30/4/1899	181, sellers
Star Ferry Co., Limited	18,000	\$100	\$100	Int. of 5 p. cent. on account of 1898	280, sellers
Shell Transport & Trading Co., Limited				None	280.
REFINERIES.				Final of 85—87 for 1899 taken out of Equatin.	811, buyers
China Sugar Refinery Co., Limited	20,000	\$100	\$100	\$1 for 1898 Fund	83 for 1897
Luzon Sugar Refin. Co., Ltd.	7,000	\$100	\$100	\$1 for 1897	83.
MINING.				None	85 cum, call
Fujinjiro Co., Ltd.	60,000	88	88	None	81.
Sociedad Fran. des Charbonnages du Tonkin	30,000	\$1	\$1	250, buyers	15 cents, sellers
Queens Mince, Limited	400,000	25cts	25cts	None	88, buyers
Barbados Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year end 31/12/99	87, sellers
Great Eastern and Gold Mining Co., Ltd.	200,000	\$1	\$1	1st filing, 51 cts. 10th. day on 7/7/99	87, sellers
Great Eastern and Gold Mining Co., Ltd.	15,000	\$5	\$5	None	83 sales and sellers
Great Eastern and Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	10 cents, sellers
Do. Preferences	70,000	\$1	\$1	40 cents, sellers	40 cents, sellers
Docks, Wharves, &c.				512 p. ct. pr.—\$705	
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	5 p. ct. & 12 p. ct. bonus for year ended 31/12/99	
Hongkong and Kowloon Wharf and G. Co., Ltd.	20,000	\$30	\$30	Final of 10 p. ct. for 1899	301, old, buyers
Wanchai Warehouse and Storage Co., Ltd.	2,600	\$100	\$37	Int. of \$14 on account of 1899—22 p. ct. for 1899	85, buyers
New Ayuk Dock Co., Ltd.	6,000	\$62	\$62	22 per cent. for 1899	821, sellers
LANDS, HOTELS & BUILDINGS.				Int. \$3 on account of 1899	820, buyers
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	\$14 for 1899	253, sellers
Lowland Land & Co.	6,000	\$80	\$30	\$14 for 1899	253, sellers
West Point Building Company, Limited	12,500	\$50	\$50	Int. \$15 on acc't 100	440, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 31/12/99	824, sellers
Hungryboys Est. & F. Co.	55,000	\$10	\$10	3 per cent. for 1899	821, sellers
COTTON MILLS.				83 p. ct. for period ending 31/12/99	820, buyers
Ewe Cotton, Spinning and Weaving Co. Ltd.	17,5				